VEHICLE CLUB
Wellington (inc)

Cross Country Chronicle

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Wellington (inc)

February 2001

The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni, Wellington

www.ccvc.org.nz

Cross Country Chronicle

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EDITORIAL RAMBLINGS

As I write this I think of only approx 46 more weeks till Christmas, so I hope you've made a start on the Christmas pressie list. Should be relatively easy, 'coz all the things you didn't received last Christmas can go at the top.

Anyway, after a really successful North Island Challenge trip during January, it's now back to work for a rest. Seems there's been a lot happening in the club over the holiday period, as there's heaps of trip reports in the Chronicle this month. With any luck, this number of trip reports in the magazine will continue.

Alan...

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Cover Photo: *This scan shows the participants of the first trip of the Cross Country Vehicle Club gathered at the top of the Wainuiomata Hill.*

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President's Piece

Well, I hope each and everyone had a great time over Christmas and New Year. Perhaps the time is now right to look forward to the new season and to what awaits us this year.

Before that though, it's probably worth while to record the success some of our group has had in organising yet another North Island Challenge. The amount of effort that must go into the event will be staggering I'm sure. Again, congratulations to all involved.

What these guys did do, amongst many other things, was trail-blaze their way through many places normally closed to the public. One such, that I know we will be pursuing further, was the Eastern Hills Firebreaks.

Whilst talking about those hills, a proposal has been put forward by Hutt City Council that would allow us back up there. This will mean that we have to work closely with other user groups, via ARAC, to achieve a lasting settlement. Meetings will be held shortly with HCC to confirm these proposals. Watch this space.

The Department of Conservation and ARAC have jointly called a public meeting to discuss the future of the Hurangi Forest (Sutherland's Track). This will be held before Club night, so we can report back on progress then. Fingers crossed, here again is a block of land that ARAC has been successful in securing for us.

Everything else seems to be ticking over nicely. We have formed a short-term safety Committee to review Club policies, especially in light of the manslaughter charge laid against members of the Queenstown car club. Recommendations from there will be presented back to Committee for consideration.

Coming along shortly, will be the AGM, which I think is scheduled for April. I'm pleased to say at this stage that many of the familiar Committee faces will be staying on - assuming they are re-elected by you - so we will have continuity next year. Proposals for alteration to the Constitution will be presented, formally putting into place many of the changes we have seen over the past year or so.

It will be for that new Committee to arrange and organise the events for the remainder of the year, but if the past is anything to go by, it promises to be a bumper season for all.

Andy

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A Few Land Access Issues Managed by ARAC:-

Just so that you don't think that we lie about from month to month doing absolutely nothing… . Over the past couple of days, some serious land access issues have been addressed on your behalf.

1 ARAC had a meeting with Lower Hutt City Council to continue discussions about reopening the fire-breaks to motorised recreation. Council are listening to what we have to say, and a proposal is being drafted even as I write. We are still optimistic that we can regain access up into the magnificent Eastern Hills this year… .watch this space for more

2 Just before Christmas, ARAC made a submission to Wellington Regional Council, requesting permission to bulldoze a parallel track at the top of Cleary's Road. This new track would be fully metalled and maintained as an all-weather road suitable for all vehicles. The existing portion of Cleary's Road from Top Hill to Toi Toi would be allowed to degrade to its usual challenging rutted self. WRC have accepted our proposal, in no small part due to all the work ARAC has put in to the Forest over the past 5 years or so. Included in that work has been working with Council to identify and help preserve areas of outstanding ecological value. Our flattening a few bits of bush is seen at least by ARAC as a trade off against all the valuable assets we have helped preserve.

3 One final move by ARAC came to fruition on 8 February, when DOC called a public meeting over in Ruakokopatuna to discus the management options available for Sutherland's Track. As many will know, this has been closed to us for about 18 months now, but ARAC has laid the groundwork for Clubs to be able to take over the care, control and quite a log of the management of recreation within the whole Haurangi Forest. By the end of the meeting, we had enough volunteers to form a working Committee which will be responsible (via ARAC) to continue the negotiation of a management plan with DOC Wairarapa… again watch this space.

4 For any that don't yet know, ARAC organised a Waitangi Weekend down the Waiotaru Road, engaged on a contract with DOC to remove the old Waiotaru bridge. This had been identified via DOC's nationwide safety audit as being a potentially lethal hazard, and as such it had to go. Congratulations to Jim Johnson and Eric Bonn for negotiating the contract, and many, many thanks to all their helpers who went with them to ensure the success of the exercise.

In all, ARAC provide us with a framework we can use to better our land access opportunities, and our investment of time (and a little cash from time to time) is paying dividends in what we can gain in return

Andy

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EQUIPMENT REQUIRED ON CLUB TRIPS.

Please note that the following equipment is required on all Club trips:

- Front and rear tow hooks
- Shovel
- Fire extinguisher
- First-aid kit
- Basic tool kit
- Tow rope
- Roll bar for all open / soft top vehicles

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If these items are not present in your vehicle at the beginning of a trip, the trip leader has the authority to exclude you from the trip.

TRIP/CONVOY RULES

1. The trip leader is always in charge. Please recognise their authority, follow their instructions and give him/her the respect they deserve
2. No dogs or firearms
3. Guests on a Club outing are the responsibility of the Club member who invited them
4. No drinking and driving
5. Keep the vehicle immediately behind in sight. This is particularly important when you come to a turnoff. There is no excuse for vehicles taking the wrong track because of the driver in front not obeying this rule
6. Keep your position in the convoy i.e. no passing
7. Watch the vehicle spacing on public roads so that public vehicles can pass in safety
8. Make sure the vehicle in front has cleared an obstacle before you attempt it
9. If you must leave the convoy, inform someone
10. Respect the environment
11. Expect to provide a write-up and / or photos for the Club newsletter from time to time if you participate in Club trips.

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First Aid Kits

TO ALL TRIP LEADERS

The club now owns four (4) comprehensive first aid kits. These kits are available to be carried by trip leaders as a back-ip emergency kit to supplement those carried by all individual vehicles. Would all **TRIP LEADERS** please contact me to arrange for collection / issuing of these kits prior to each trip.

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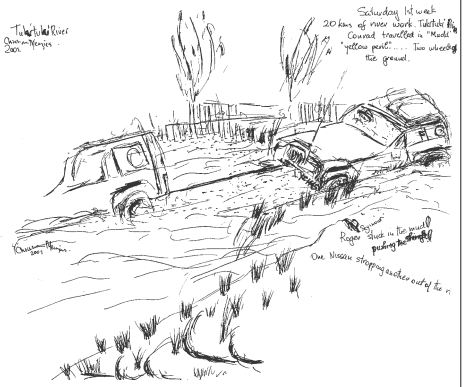
THE NZMD TYRES NORTH ISLAND FOUR WHEEL DRIVE CHALLENGE 2001

Text by Ken Menzies
Photos / Illustrations by Chriss-Ann Menzies

This event got off to a rousing start on the evening of Sunday, 14 January with a dinner at the Petone Working Man's Club. All participants were in attendance and we were addressed by his Worship, the Mayor of Lower Hutt, John Terris and the President of the Cross-Country Vehicle Club (Wellington) Andrew Cockroft Esq.

Day 1 : Monday, 15 January 2001

The event proper got under way on the morning of Monday, 15 January at 8:00 a.m. when the first vehicles left Harcourt Park in Upper Hutt. The first part of the journey took us through Whiteman's Valley and we were then able to gain access via a new road which led us up into the hills on the eastern side of Silverstream, Pinehaven, Stokes Valley and Naenae. A direct approach by Ron Wadham to the Mayor of Lower Hutt enabled us to have access to the firebreaks along the ridgeline. This was the first occasion in more than three years when four-wheel



drive vehicles were allowed on to these roads. It was a beautiful day ("you can't beat Wellington on a good day") and when we stopped at the tower between Lower Hutt and Wainuiomata we had great views over Wellington and across to the South Island.

We then descended to Eastbourne and travelled along the coast road to Pencarrow Head. Before reaching Baring Head we turned inland through farming country past the Wainuiomata Lodge. We then descended down to the Wainuiomata Coast Road, which we crossed before climbing over the ridgeline and down into the Orongorongo River valley. After lunch we continued on to the Orongorongo coast towards Turakirae Head where we were able to see seals, though somewhat at a distance.

We continued along the coastal track, crossing the shingle slide. Looking out into Palliser Bay we were fascinated to see a large group of dolphin herding a school of Kawhai.

We continued on to Ocean Beach, then around Lake Onoke to Pirinoa for refuelling (the last supply of diesel for two and a half days) and then onwards to Lake Ferry where we settled in for the evening. Beautiful weather and great views made this first day very enjoyable for everyone.

Day 2 : Tuesday, 16 January 2001

After leaving Lake Ferry we headed straight down on to the beach. The sand, in patches, was rather soft and our newly installed rear differential ARB air-locker kept the Discovery going with a forward momentum!

The route for the day involved travelling around the rugged coastline of the

southeastern tip of the North Island. There was a constant 70 knot northwesterly wind with gusts at times up to 90 knots. The turbulent effects of the wind on the ocean waters added an additional dimension to the spectacular coastal views.

The wind put paid to a round of golf at the four-hole course at Ngawi, so instead we surveyed the numerous fishing boats with their multi-coloured bulldozers and tractors. We continued on to Cape Palliser Lighthouse for morning tea. The fit members of the party climbed the 250 odd steps for a close view of this maritime navigational structure. We continued around the coast and stopped to marvel at White Rock.

Beyond Te Kaukau Point we inspected the shipwrecked trawler "The Magnet" which came to grief in 1989. A further shipwreck "Opua" (1926) can be seen in the water near Te Awaiti.

Beyond this point there was a steep climb uphill with very sharp left-hand turns. About two-thirds of the way up this hill a long wheelbase Nissan Patrol developed

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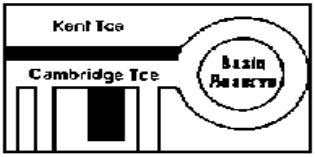

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a flat tyre necessitating a very difficult wheel change on the steep narrow track.

We then descended down and at the bottom of the track we crossed the Rerewhakaaitu River. This was followed by another steep twisting climb in first gear low ratio.

The remainder of the course was fairly uneventful and we arrived at Glendhu to set up camp with the northwesterly wind still venting its ferocity.

Day 3 : Wednesday, 17 January 2001

Day three proved to be a relatively easy and relaxing day as we continued our progression up the eastern coast of the North Island. The first section through was Glendhu Station and along the coast to Glenburn Station. On the way we passed Honeycomb Rock which looked as its name suggests. Glenburn Station gave the appearance of a well cared for farm with its cattle in excellent condition.

From Glenburn we continued along the coast to Flat Point and Caledonia Station. We then left the coast and climbed several hundred metres zigzagging up farm tracks, then onwards through Homewood Station and on to Riversdale Beach where most of our party took the opportunity to cool off in the surf after setting up camp.

Day 4 : Thursday, 18 January 2001

We drove from Riversdale along local roads and then into Otahome Station and then to the adjoining Castle Point Station. Castle Point Station is a very expansive

farm, 7500 acres in total area. We travelled through this property in convoy led by the Farm Manager travelling in Dave Jones' Nissan Patrol. Along the way he gave a commentary on features of the farm. The farm has an all-year-round water supply from quite a large creek. The water is pumped into reservoirs around the farm which then gravity feed the numerous ponds from which the beef cattle and sheep have access to water even during the summer drought months. There were great views of Castle Rock as we approached the coastline. We arrived at CastlePoint Township for fuel for both vehicles and people.

We then travelled along the Mataikona Road in a northerly direction and then along a coastal track and farmland to Akitio. This completed the four days of our trip, which were led by Ron Wadham. We set up camp and the evening meal was provided by local families in the community hall. During the twilight the more adventurous led by Roger Seymour and Andrew Cluny went for an after-dinner drive along the beach, crossing the Akitio River, which for some proved rather adventurous!!

Day 5 : Friday, 19 January 2001

This trip and that for the next following two days was led by Phil Lewton. We started at Akitio Station and finished at Pahiatua.

We drove north crossing the Akitio River and then headed inland following farm tracks and gradually climbing to about 600 feet above sea level providing a great vista both north east along the coastline towards Cape Turnagain over farming country. We then travelled through a pine forest. The track was quite narrow with considerable overhang of branches such that shiny vehicles became somewhat scratched. We then emerged on to farmland again travelling in a northwesterly direction between Pongaroa and Horoeka.

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A woman was out golfing one day when she hit her ball into the woods. She went into the woods to look for it and found a frog in a trap. The frog said to her, "If you release me from this trap, I will grant you 3 wishes." The woman freed the frog and the frog said, "Thank you, but I failed to mention that there was a condition to your wishes - that whatever you wish for, your husband will get 10 times more or better!"

The woman said, "That would be okay," and for her first wish she wanted to be the most beautiful woman in the world. The frog warned her, "You do realise that this wish will also make your husband the most handsome man in the world, an Adonis, that women will flock to. "The woman replied, "That will be okay because I will be the most beautiful woman and he will only have eyes for me." So, KAZAM - she's the most beautiful woman in the world!

For her second wish, she wanted to be the richest woman in the world. The frog said, "That will make your husband the richest man in the world and the will be ten times richer than you." The woman said, "That will be okay because what's mine is his and what's his is mine." So, KAZAM - she's the richest woman in the world!

Then the frog inquired about her third wish and she answered, "I'd like a mild heart attack."

Moral of the story: Women are clever bitches. Don't mess with them.

There were several very narrow bridges to cross during this section of the journey. These included one which was exactly the width of a Nissan Patrol wheelbase. We then climbed the Puketoi Range and continued down to Makuri and along the Makuri River valley to Pahiatua where we camped for the night.

Day 6 : Saturday, 20 January 2001

We headed north from Pahiatua and turned eastwards at Mangatanoka (Tui Brewery). We then drove through about six farms along undulating farm tracks, through Kaitoke and eventually joined SH 2 just south of Dannevirke.

We continued on SH 2 and then turned left into the Ongaonga Road, which we followed to a point just north of Ashcott where we descended down on to the Tukituki River, an ideal spot for lunch. On this particular day we were travelling with "I" team led by Roger Seymour. We made our own way down the Tukituki River for a distance of about 20 kilometres, crossing from one side of the stream to the other. Several quite soft deep areas were encountered which necessitated stropping of virtually every member of the team on at least one occasion. We emerged from the River at Waipukurau and then headed onwards to Havelock North.

Day 7 : Sunday, 21 January

Day seven involved travelling from Havelock North to Taupo. This day proved quite eventful, and because of one particular series of hazards, for some it proved to be quite a long and tiring day.

We travelled initially on the Napier-Taupo Highway and just north of Te Pohue we turned left into Mt Rock Station and climbed steadily up to a trig on the Maungaharuru Range, which was over 1000 metres above sea level. A weather

station was strategically placed at the top of the hill. There were several quite steep ascents and descents but nothing which created any particular problems.

We then rejoined SH 5 for several kilometres before turning left into DOC land. This was pumice country with quite low vegetation. This proved to be an ideal playground for four-wheel driving. Initially the tracks were well formed, but further in, in places, the ruts had become completely washed away leaving quite deep cavitations. There were quite a number of steep twisting ascents and descents which were meant to prepare us for what was ahead.

The main obstacle was a very steep descent, which was curved with high banks and quite an uneven surface, such that a controlled descent was quite difficult to achieve. Any attempt to reclimb this particular section would have proved extremely difficult.

At the bottom of the descent there was a very deep bog which proved a major obstacle with most vehicles needing to be winched or stropped through. Ron Johnston, using a chainsaw, was able to provide a slightly easier passage through the bog. Having finally emerged from the bog the drivers were then faced with a long and extremely steep ascent on a very soft surface, and I am afraid to say that of the 60 vehicles in the convoy only four Nissans were able to complete the ascent

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So this is what goes on at Driver Training!!!

unaided!! I should explain here, however, that it was taking considerable time to get each vehicle through the bog and up the climb, so that around 4:00 p.m. a decision was made that the 20 or so vehicles at the rear were asked to turn back and retrace their steps. Thus, several Land Rovers did not have the opportunity to emulate the success of the Nissans.

Because this section of the journey took so long, the next session planned for the day through the Kaingaroa Forest was cancelled.

There were several mechanical breakdowns during this day with some vehicles needing to be towed and the last vehicles arrived in camp just before the drivers briefing at 7:00 p.m.

Day 8 : Monday, 22 January

We stayed in Camp at Taupo for two nights so that day eight could be used for an excursion to the Pureora Forest Park. The party was divided in two for this day. About 20 of the "more capable" vehicles and their drivers went on a *Hard Yakka* trip led by Roger Seymour. There were quite a number of exciting moments on this trip including one when a Toyota vehicle was being stropped out of a difficult situation. The towed vehicle mounted the bank and then rolled on to its side. In fact because of a lack of communication with the towing driver, the Toyota was dragged on its side for several metres much to the alarm of the wife of the Toyota driver. It took several winches to facilitate righting of the vehicle. There were several expert mechanics on hand, who ensured that no engine damage ensued. George arrived back in camp later covered in oil, completely black except for his teeth!

The less adventurous had a more easy trip through points of interest in the Pureora Forest. They were denied access to the geographical centre of the North Island

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Lawrence Muir	Isuzu Bighorn
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John Parfitt	Lada Niva
Geoff Lowe	Toyota Landcruiser
Mark Williams	Toyota HiLux

because of a search and rescue which was occurring in that region for a lost child.

Day 9 : Tuesday, 23 January

We travelled north from Taupo along SH 5 and then turned off at the Murupara Road (SH 38) for some distance before turning off to Lake Rerewhakaaitu. This Lake lies just south of Mt Tarawera. We more or less circumnavigated this Lake. Parts of the track led into the Lake. The trip leader for the day, John Walls, was accompanied by two vehicles from the Geyserland Four-Wheel Drive Club who

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were showing him the way. One of these leading vehicles ventured rather too far out into quite a deep hole and had then to be recovered. This meant that the leading teams soon caught up with the leaders. There were a number of people camped close by the shore of the Lake whose tranquillity was rather shattered as 60 or more four-wheel drive vehicles trundled along between their tents and the Lake edge. Further around the Lake a mud hole caused fun for some and a delay for others who were not able to negotiate on their first attempt.

We then continued further north along SH 5 and around the lake shores on SH 30. We stopped for lunch and a swim at Lake Rotoma, a picturesque, bush fringed Lake, the most easterly of the Rotorua lakes.

We then drove north east to Thornton on the Bay of Plenty coast, west of Whakatane. We then drove east along the sand dunes for about 15 kilometres. Several enthusiasts found that they were able to use up quite a bit of diesel in a short time playing on these dunes.

We camped that night at Plummers Point Motor Camp and Hot Pools where a barbeque meal was provided in the evening at a very picturesque setting.

Day 10 : Wednesday, 24 January

This day proved to be an exciting one for everyone. Again we were divided into two groups. The 12 most capable vehicles and drivers (a winch was essential) led by Tim (Land Rover 101) and Chris (Land Rover Descender) attempted to cross Kaimai Mamaku Forest Park along Thompson's Track, a famous four-wheel drive track where many in the past have come to grief. Fortunately conditions were not too unfavourable as there had been little rain over the preceding two months. On this occasion all 12 participants were successful. It was said that they took 10 hours to travel 10 kilometres, as all vehicles required winching through many of

the mud bogs.

The remainder of our party travelled along SH 2 through Katikati, Waihi and Paeroa where we turned north on to SH 26, turning off into Maratoto Road, which brought us to the start of *The Wires Track* (so named as the Auckland to Wellington telegraph line was diverted through here in 1872 during the Waikato Land Wars). The Department of Conservation has set aside the Wires Track for recreational use by four-wheel drive vehicles. This narrow winding track runs through beautiful native bush. The ascent involves some deep rutted tracks sufficient to clog up the tyres just prior to an ascent over a slippery rock surface. Optimal driver's skills were required. The track is some six kilometres in length and the ascent took about one and a half hours. We had lunch at the top where a few of us discovered a beautiful swimming hole in a creek running nearby. This would be a beautiful place to spend the night (provided the weather was favourable). There is at present no exit from the top of the track, so in the afternoon we retraced our steps back down the Wires Track. One group (H team) managed to take a wrong turning on the way in. They were hoping to link up with us at the top of the track, but this did not prove possible, so after some degree of panel damage they reversed and eventually rejoined the main party.

Shortly after rejoining Maratoto Road a Wellington vehicle suddenly sustained collapse of a front wheel bearing which sent it lurching uncontrollably across the road (fortunately on to a grassy bank).

That evening we camped at Miranda Hot Springs Holiday Park.

Day 11 : Thursday, 25 January

We travelled north along the coastline of the Firth of Thames to Kawakawa Bay and then southwards into the Hunua Ranges. We travelled through forestry roads

(accompanied by a forestry ranger) and had lunch at Hunua Waterfalls. We then made our separate way through Auckland and along the northwestern motorway to Parakai (near Helensville). This provided us with a hot pool for the third successive day.

However, rather than allowing us to relax, following the drivers meeting at 7:00 p.m., we were all sent out in teams to the Woodhill Forest. This lies between SH 16 on the eastern side and Muriwai Beach. The tracks through this Forest formed somewhat of a maze. Each vehicle was given a map with the location of questions, which had been placed just off various tracks throughout the Forest, and the answers to these questions could be used to complete a crossword puzzle. The first hour or so of this exercise was undertaken in daylight, but darkness soon fell and we had to find our way through rather overgrown tracks, some quite sandy, to locate the clues without getting altogether lost. One or two vehicles became separated from their teams and owing to the short range of the CB radios it was quite easy to become lost. One Southland driver ended up becoming hopelessly bogged in a sand dune, and without assistance from anyone else, it took him well over an hour to winch himself up on to a drivable track. This was quite an exciting evening adventure, though at times some tempers became somewhat frayed.

Day 12 : Friday, 26 January

There were again two options on this day. Those who wanted an easier day again went back into Woodhill Forest. They followed a winding circuit to Lake Ngakaru, then down on to Muriwai Beach. They travelled south along this Beach for some 15 kilometres. The sand was soft and several vehicles overheated. They then travelled through the southern end of Woodhill Forest before journeying back to Parakai in time for the Farewell Dinner in the evening.

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The harder option for the final day involved a trip over some paper roads and through Riverhead Forest led by members of the Auckland 4WD club. This option was not restricted to vehicles with a winch and in fact 24 vehicles set out for the day's adventure. This proved to be, in some ways, a more arduous trip than the previous one on Thompson's Track. There were deep ruts and mud holes which made the going extremely slow. A short wheel-based Toyota snapped a steering-arm in quite a deep bog, and with both front wheels pointing in different directions, retrieval of this vehicle was very difficult. Some in the party did not arrive back at camp until the Farewell Dinner was well under way.

Overall a very enjoyable 4WD Challenge. Our thanks to Dave, Ron, Alan, Grant, John and Phil.

CCVC vs. Clarke's Creek Stump

A tale of Persistence and Irresistible Force versus a Steadfastly Stubborn Immovable Object

CCVC: nil - **Clarke's Creek Stump**: 2 ½ hours, 3 strops, 4 winches, 5 tree protectors, 8 snatch blocks, and 4 PTO shear pins.* It was beginning to look like this fairly average looking pine tree stump would be harder to dislodge than we'd first thought. After all, you'd think that 50,000-odd pounds of pull would move just about anything, right? Well the only thing showing real signs of movement was the pine tree we were using as an anchor. So, on to Plan J start digging and find out what's stopping this thing from being extricated from the pile of earth it came down in.

It all started with an email from Marcus asking for some volunteers with winches willing to spend a few hours shifting the stump of a fallen pine tree on Clarke's Creek Rd, not far into the Akatarawas from Canon Point near Upper Hutt. The remains of the stump was blocking enough of the track to make passage tricky, even with most of the trunk removed, due to the drop off into the creek on one side. Clarke's Creek is a very pleasant little side track on the way into the Aka's and Marcus was keen to take the upcoming Plunket

Fundraiser trip via that route in a couple of weeks if possible. Besides, it seemed like a good excuse for a bit of and outing and some practical track maintenance.

Around eight vehicles headed off just after lunch from Totara Park Bridge for the short run up to the work site on the Saturday before Waitangi Day. It was decided to split up at the Clarke's Creek turn off and send a couple of vehicles around via the other end of the track so that we could position as much winching power as possible close to the offending stump. A few minutes driving soon brought us to the location of the blockage. We all piled out to inspect the problem and start formulating a plan.

The challenge in front of us looked fairly straightforward. Subsidence of the bank on the uphill side of the track had brought down an average sized pine tree and a good-sized pile of earth. The stump and a few feet of the trunk lay on its side in the middle of the track. The rest of the tree had been cut away from the stump and lay across the creek, at right angles to the track.

The first suggestion was, "let's hook up Alan's winch and give it a bit of a sideways pull to see if it will shift a bit". It soon became clear, as Alan's truck was dragged towards the stump, that this thing was going to take something more than a single truck to move it.

Plan B - strop Alan's truck to Jason's behind it as an anchor and put a snatch block on to double the pull. Seemed like a safe bet something would budge. Alan engaged his winch, took up the slack, then started applying some real force while we watched the stump for signs of movement. Just as we thought it might be having some effect there was a "Bang!" and any imagined movement came to an abrupt halt. Unfortunately, it wasn't the stump starting to give but the shear pin on Alan's winch yielding to the strain.

OK, time to get serious! Plan C While Alan and Jason replaced the broken shear pin, the rest of us commenced setting up a more forceful pulling position, the aim being to pull the stump off the road and down the bank beside the stream. This involved setting up a couple of tree protectors and snatch blocks at the base of a well placed and fairly respectable sized pine tree on the other side of the creek. These were then coupled up to another snatch block and chain securely fastened to the stump. The resulting arrangement would then multiply the pulling power of the winch by a factor of three 20,000 lbs plus. “Ok, everybody stand clear! Take up the slack! Easy, easy!" Bang goes another shear pin.

Plan D - "Hmmm! Oookay, let's set up Bruce's winch as well to double the pull." Again, Alan and Jason work on replacing the shear pin and the rest set up more tree protectors, snatch blocks and chains. 10 mins later, we're ready for another try. Again, it's "All stand clear! Take up the slack! Easy…Easy! Whooooaa, stop, stop! Hoooold it!" Now there's another problem - the pine tree we're belaying off is showing distinct signs of being pulled over instead. And of course, as you've probably guessed, the stump hasn't budged an inch.

Right'o, I guess that takes us to plan E - we obviously need to shift the tree protectors down right to the very bottom of the tree to reduce the leverage they're exerting (by now in the order of 40,000 lbs plus). A little re-arranging of cables, snatch blocks etc and we were ready for another shot. Surely now it will budge!

"Ok, you guys keep an eye on the tree and we'll co-ordinate the winching. All clear? Take up the slack….easy… easy. Hold it!! No that's no good either, the pine tree's starting to lean again, we'll have to try another approach. At least it's a nice day for it!"

Plan F "Let's use the sawn off trunk of the original fallen tree [which is lying across the creek directly in line with the stump] as an anchor. The worst that can happen is that we'll drive it horizontally into the bank below the road. And just for good measure, we'll hook up Jason's PTO winch too."

Quarter of an hour later, everything's arranged and we're ready for another pull. With three winches to co-ordinate, it takes a little bit of yelling and hand waving to take up the slack evenly and prepare for the ultimate pull. "Okay? All clear? Right gently does it. Is it moving at all?" "Yeah, I think it's moved a bit. Mind you, we're driving this tree trunk into the ground more than moving the stump". Bang! Drat, there goes another shear pin! - Jason's this time I think.

"Well now there's only one option, we're going to have to figure out what's holding this thing." We all set to work, digging and picking away at the mound of earth between the stump and the bank to clear a way to the roots that must be holding it back. It soon becomes clear that there are bigger roots buried in there than we'd thought. A bit more digging and some careful chain sawing deals to the visible culprits.

This done, the suggestion is made to try rocking it from side to side with a strop to Arthur's Defender to try and loosen it. (I guess that would be Plan G). A strop is duly rolled out and looped around what's left of the trunk. First a gentle pull is applied the result: a stretched stop and zero movement. "OK, try snatching it". Several increasingly energetic jerks later and nothings changed.

Plan H Time for winch number 4. If Arthur can't snatch it out, maybe he can loosen it with his winch. The winch cable is run out, round a snatch block secured to the stump, then back to his truck. To stop him being pulled forward a strop is run out behind to a tree back up the track a little way. All stand clear and Arthur takes up the strain. This time nothing breaks, but nothing moves either (except for Arthur's truck as the anchoring strop stretches).

So much for that idea. Plan I - "Now that we've cut those roots, let's try Alan's, Bruce's and Jason's winches again". This time, there's finally a bit of movement at least a couple of

inches until "Bang!" goes Alan's last shear pin. This brings us to the point where the story began so far the stump is well ahead on points.

By now, of course, time is getting on and it's almost looking like we'll need to come back another day for another go. The last option is to do more digging there must be another big root down there somewhere. Thus, it's all hands to the picks and shovels, and before too long the cause of all the trouble is found a taproot almost as big as the trunk of the tree itself. The chain saw soon has the root and stump separated and all that remains is for Bruce, with the remaining working winch to pull it free.

This time we've got it beaten and before too long, after photos of the victors and vanquished are snapped, the stump is off the road and it's time to start clearing up and working out which tree protectors, snatch blocks, shackles and strops belong to whom.

All in all, a good afternoons work - track maintenance can be fun after all!

Mark Wilson

For anyone unfamiliar with the jargon, here are some short explanations:

CCVC - Wellington Cross Country Vehicle Club
PTO - short for Power Take Off (nothing to do with launching rockets!) - usually used in the context of "PTO winches" which are driven mechanically via a connection to the vehicles gearbox.
Shear pin - a safety pin in the PTO drive that prevents damage to the winch or gearbox if too much strain is applied by breaking before something else does
Snatch block - a pulley
Snatching - a technique usually used for extracting stuck vehicles where the towing vehicle gives it heaps with a bit of slack in the towing strop.
Strop - a towing or recovery rope or strap - usually having a bit of stretch
Tree protector - a wide, flat nylon strap used when belaying or winching from a tree which prevents damage to the trunk

Discounts.

Various companies in the Wellington are offering very generous discounts to Club Members. A more detailed list will follow, but the companies include:

Firestone	New tyres
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Training Module #1 - 10th December 12, 2000

26 trucks - Trip Leader Andy Cockroft on the day Marcus Steeneken

Marcus led the trip up to the training site and began the instructions, with the age old "TYRES!" talk but with an excellent presentation. One interesting thing Marcus dealt with was the four-pound Pirelli test. This involved reading the tyre pressure in a cold condition (eg 30-psi) before driving. Then drive around for about an hour to raise the temperature of the rubber and hence raise the temperature of the air inside the tyre increasing the tyre pressure by 4 pounds (eg 34 psi) the recommended working pressure of the tyre. Next on the TYRE theme came "foot print under pressure".

After lifting a landy and placing it down on paper to find the mud had dried up (but the imprint was seen) The task was repeated with some air removed from said tyre and a clean sheet of paper placed under the landy again and was lowered. This time the imprint was longer and a little wider, this visual demonstration hammered home the de-airing ritual carried out before each trip. Part two of the TYRE module involved all drivers de-airing by 10 psi and then removing a wheel (not the spare) from their truck. This lesson proved useful in how to find your jack, jack handle and wheel brace.

After lunch we headed around the sidetracks to experience mud traction on lower tyre pressure. This went great until one Toyota was unable to maneuver through the mud, as Marcus reached the vehicle it was noticed the front wheels were not engaged, all this led to some mechanical reason for the front axles not working. (The vehicle remained behind at the wool shed.)

The after driver training drive had all trucks heading for Deadwood ridge. An interesting drive through a range of mud ruts, ascents, creeks, bush and descents until reaching the top (small) parking area. Try parking 25 trucks in that little space. The afternoon caffeine fix and a bit of a chat over away we went back down to the river for a quick look then return to the wool shed where all 26 vehicles made for the final gate.

Thanks Marcus for an educational day in the Akatarawa's.

Graeme Millard - K170

NATIONAL COMPETITIONS CALENDAR - 2000 / 2001

Event	Host Club	Date
Round Four	Manukau	04 March 2001
Round Five	Valley Four Wheelers	25 March 2001
Round Six	Manawatu	15 April 2001 (Easter)

Trip Categories

Family: Family trip for drivers new to 4WD. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary. An important objective is minimal challenge, minimal risk and no damage to vehicles. Not limited to novices anybody is welcome, especially prospective new members.

Shiny 4X4: More difficult family trips, for shiny wagon drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles. *Vehicles will only qualify for Shiny 4X4 trips if they have mud tyres, tow hooks and all the normal required equipment per the club's safety policy.* This applies to prospective members and visitors too.

Club 4X4: Modest Hard Yakka trips, for drivers with suitable fully equipped SWB vehicles who don't feel ready for a full Hard Yakka.

Hard Yakka: The full works, where roll-overs, damage, winching and digging are more a probability than a possibility!

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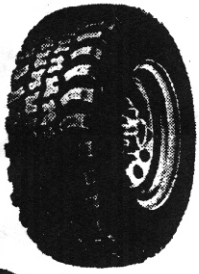

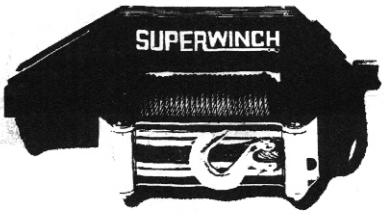

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TRIP NAME: HUKINGA HANG-UPS SHINY 4X4

TRIP LEADER: ANDY MITCHELL SUN 31st Dec

I arrived at Battle Hill carpark to the familia hiss of everyone Airing down.
We were 2 terranos, 5 Landcruisers, 1 Bighorn, 2 Surfs, Marcus in his Cha lenger (I think you lost an L somewhere) and me in my Hilux. 12 vehicles in all.

I was travelling alone today and had been looking forward to this trip more than Xmas. Briefing was short and sweet with us mounting up and pulling out at 9.40. Over the hill, through Transmission Gully, M.O.T block (speed camera area?) Left down Hydro with smoko at the Orange Hutt. No problems so far.

Once at the Orange Hut I aquired a navigator who had been travelling in the back of Trish's Surf and was fed up at only seeing ashtrays, interior lights and headrests. Brook is Form 2 this year and from there on I did'nt need my music tapes.(not shy is he trish!). Quick tyre change for one of the Cruisers and to my great pleasure a right turn to the Ruts. I was hoping for mud, glorious mud.

A lot of fun was had here with some of us "virgin rutters", myself included not knowing quite what to expect! With a few showers over the last day or two this part of the track was nice and slippery. The 2nd part was the good bit with two options, Left or right? The track to the right was basically exactly the width of most vehicles with a small hump to one side endangering the side panels on some of the bigger vehicles, a couple of the Cruisers went this way while the majority attacked the vehicle length mud bath to the left. Apart from one of the surfs which went slightly off line the Toyotas proved to be OUTSTANDINGLY capable!!!!Can't say more….modesty forbids. And of course Marcus pissed through in his Cha lenger. Shiny and very capable..good to see.

Free at last and back on firm ground, time to tally up….2 x broken side windows for the cruisers (same branch!) Ian fell in and possibly broke a couple of fingers (good luck Ian). My navigator went for a wee swim and Gumboots of various sizes full of N.Z's best!!!

Onwards through a tight stream in which I knocked a couple of rocks loose from the bank with my rear Guard and bars, and if you thought Grants Foxton Car wrecks trip was tight through the trees then this next bit was a tight as a fishes arse…and that's water tight! Manual hubs went straight to the top of my priority list after having to reverse part of the way and loosing front drive due to my auto hubs disengaging just when they were needed! Autohubs…gee what a rookie..yeah yeah I know!

Lunch at the Concrete Ford

1.35 departed lunch site bound for the millsite, via pram track. Once at the Millsite a wee

play was in order for the V8 cuisers with game attempts made to climb the very steep, very rutted tracks…however, gravity dictated the only way these tracks were to be travelled and travelled they were by MUD4WD and Steve O'Callaghan, well done lads.

We returned thru the river/pram/rimu/clearys and into Dicks Yard to hide any clean paint that was still showing. The three soft-top Landcruisers strutted their stuff with Marcus doing a good job recovering. It was at this stage that I thought why should the cruisers have all the fun and went for it boots and all..but…I now know discretion is the better part of valor. I then had my windows tinted a very dark brown by a very enthusiastic (and well supported) V8 powered monster demonstrating a vigorous stropping which was probably well deserved as commonsense suggests that I should not have been there. Ya never know till you try! The trip up out of Dicks Yard was very slippery underfoot with Trish needing a gentle pull back up the track. Arrived back at the carpark by 5.10pm.

Thanks to all, I had a brilliant time and enough mud to keep me happy for a while. Great Day, Nice People.

The Grey Ghost K159

TRIP REPORT - Akatarawa Forest - 1st January 2001

This was the first trip in the new year (and some may say the true new millennium). We gathered at the Battle Hill Farm Forest Park from 11 am for a 11:30 start.

While some vehicles still had their mud and dirt from a previous trip, Ian's Bighorn was shiny and sported brand new mud tyres. From Battle Hill, we headed across Transmission Gully up the hill into the Akatarawas. There were 14 vehicles in all. The trip was meant to be a family shiny one, so most of us had counted on a relatively easy-going stroll into some familiar territory.

The interesting bit about 4-wheel driving trips is that things don't normally turn out to be as fully expected. When we descended to the Wainui Stream, we found that the track had deteriorated in a couple of places, such that alternative routes had to be hacked through to

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make the passage passible for some of the shinies without mud tyres. This did not prevent the club 4x4s from having a good go at some of the hazards. Everyone had fun, even as spectators, during the usual hold-ups. All told, the strop was required a few times only.

After lunch, the ascent from the Wainui Stream up the Zig Zag went without drama, and everyone enjoyed the tremendous view from underneath the giant electricity pylon on top of the hill. The group headed for the Orange Hut, where the new hut (not painted orange yet) had just about been completed.

The trip back provided the panoramic views towards Plimmerton. Soon we crossed the Transmission Gully before arriving back at the Battle Hill Farm Forest Park at 17:30.

Thank you Ron for leading another successful trip.

Henry Chan

Top Bogs Walk & 257 Track 28 Dec 2000

This trip was billed as a Shiny 4 x 4 - Good mud tyres essential - this point is worthy of note. My truck had a new set of Yokohama Geolander A/Ts so I called Grant Purdie who with some reluctance agreed that I could come on the trip provided the weather wasn't too bad. I reckoned that new A/Ts were probably better than bald muds.

The day dawned dank and miserable! 8 of us met at Battle Hill car park let our tyres down as usual and set off up through the forest and into the clouds and wind. I heard later in the day that wind speeds of 115 kph had been recorded somewhere.....

We had the opportunity to use the Wainui Stream which was interesting. A nasty little steep river bank challenged a couple of us - well it certainly challenged me 'cos it put a very large dent in my front bumper! The next little obstacle was a nasty little dog-leg over the river again and then sideways across a sloping bank where I at least learned the folly of steering up hill.

A little further on we had to build a rock crossing over a fallen log, then just around the next corner I learned the hard way why mud tyres really do work well. The passenger side front tyre on my Bighorn was shredded on a rock. So whilst the rest of the guys had lunch I had to change a wheel - thank heavens for the double acting bottle jack from Grant's Cruiser.

After lunch up the Zig Zag track to the pylons at the top and the other guys went up a mean looking section to walk the top bogs. Bearing in mind I no longer had a spare and was feeling a little fragile I took it easy and followed some advice to meet the rest of the convoy 'around the corner'. Many corners later and confronted with the locked gate I did what felt like a 200 point turn and re-traced my steps nearly colliding with John Vruink coming the other way to find me. (No prizes for working out why I got volunteered to write this trip report)! The final incident of the day involved dropping the nearside front wheel over the edge of the 257 track with a sheer drop below it - couldn't work out why the bloke in my passenger seat was suddenly sitting in my lap!

It was a great trip - thoroughly enjoyed it and learned heaps. Thanks Grant once again for a great job of trip leading. Thanks John, Paul and Mark for pulling me out of the tight spots. You may be somewhat relieved to know that the day after the trip I purchased a nice set of steel wheels fitted with Dunlop Mud Rovers and tubes! I may be on the verge of a divorce but at least I won't be such a liability to you all.....unless of course the tubed tyres give me any problems!

Ian Hendra

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Long Trip, Long Day - Deadwood Ridge Loop

28 December 2000

What a great day to go on a family four- wheel drive trip, one of those lazy days between Christmas and New Year. We left from the Battle Hill Farm carpark around 9.30. There were five vehicles in total: our awesome leader Ron in his Nissan, Peter and Pam in a Pajero, Kirk and Anita in a Toyota Hilux, Brendon and Dylan in a Surf and Graeme and I in a Nissan Terrano. As you have probably gathered I am writing this from a navigator/passenger point of view. Some people were already back at work, poor guys. The forestry workers in the Battle Hill Forest were hard at work when we passed.

Now what is the navigator's job again? Is it to make comments about the beautiful scenery, bush and track? We couldn't see much of the scenery that day as it was overcast with misty cloud but that made for very pleasant driving. The Puketiro/Akatarawa Hukinga/ forests are always lovely and it varies so much from one hill or ridge to another. Is it our job to remind our drivers that they still have a lower gear when we are going into what looks to us as a steep downhill or point out that neutral is not a good choice for a reverse maneuver? Or is it our job to listen intently and to question appropriately as to how the driver will handle a particular section and which gear is necessary for the particular revs of the engine. I know that information will prove very useful should I be in the situation where I have to drive out if Graeme wasn't able to. Oh and I found another job that the navigator does; it is to shut the gates.

We went over to the new Orange Hut, as some people hadn't seen it. Another trip caught up with us but passed us at the top of Hydro Road. That was really helpful marking that rock thanks Steve. We hadn't seen the hut completed but we know that there is a good solid base for the Long Drop as we were on the working party that did that concreting. From the Orange Hut we went across the newly graded Norm's Crossing and Pram track to have lunch at the Akatarawa River West crossing near the site where the old saw mill used to be. The weather forecast had predicted persistent rain in the morning. It came while we were eating lunch, which sent us all scurrying inside our vehicles. Graeme had made a table in his last week at work. It attaches to our tailgate when the back is open and is propped up by two telescopic legs. Now he had set it all up and it looked like a great place to set out our lunch and sit the thermos on until it rained!

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Half	$300
Third	$200

After lunch we set off toward Deadwood. It had only rained at the river; everywhere else was still dry. From time to time we could hear the anecdotes of other trips also in the forest. We await their trip reports to be able to enlarge on some of the stories. Ron asked us to keep an eye on the Toyota Hilux to ensure he got under the big tree that is hanging over the track. Plenty of clearance there. Incidentally Ron how does your vehicle width compare with that space? That must be a close fit. Once we got to the Cloustonville turnoff Ron decided we could go on to the top of the Rock Garden. We haven't driven on that stretch before and the last time we went down there was on mountain bikes. (We were doing the Karapoti track with a group of social riders from the Hutt Valley Mountain Bike Club.) That part of the track was quite overgrown. Another passenger was heard to comment that you haven't experienced four wheel driving until you have got gorse scratches from having your elbow out the window while driving.

After we left the top of the Rock Garden we came down the same way and then turned along towards Cleary's Road. We had been told it had been graded but I felt cheated when I couldn't even recognise the part where another time Ron had had to pull many vehicles up the hill because it was so rutted. We went down the track where the Sunset Trip on Friday 5 Jan will go after they have watched the sunset. It will be a terrific sight as the view over Kapiti is superb I was told but on this trip we couldn't see the sea because of the mist.

We had a very enjoyable trip thank you Ron.

Linda Millard ("navigator" in K170)

ODLINS SIDETRACKS - Trip and Trim, BYO Chainsaw!

I have just been reminded that because I had the oldest vehicle, on a recent club trip, that I am the chosen one - well to write the report anyway!

It all began as we huddled around various different vehicles, at the top of the Akatarawa saddle, trying to keep out of the cold wind and the odd shower of rain. Tyres were deflated on wagons ranging from a 1.5L Toyota powered Suzi to a Nissan with a stroked 350 Chev, talk about extremes! I was driving a 1972 Series III pushed along by a troublesome (so I found out 2 hours later) 186 Holden.

We all set off behind the massive Nissan hoping all that grunt and those tyres wouldn't lead us into too much trouble. We took the first major track of to the left and drove though some wet beech lined tracks that had some great ruts and the odd mud hole. A Cruiser that got beached in a big rut caused the first delay, not for long as the little Suzi behind it had no trouble yanking it out and we continued on our merry way. We took a left, when we should have taken a right, and two Nissans went down a hill that they couldn't quite get back up. The winching was a great team effort; thanks to gear that appeared from the back of some well-stocked wagons and the help of a Cruiser driven PTO winch.

Both Nissans were yanked back to the top and we took the right track. The track got nice and muddy from there on but we all made it to the turn around and headed back to a clearing for lunch. Only meters from the clearing I had to stop on a hill and the Landy decided that enough was enough. It took a Cruiser and a Nissan to extract the old girl and I muttered some thing about flooding as we had our lunch (I later discovered I had a couple of loose wires and not enough power was getting from the coil to the distributor). From the lunch spot to the main track I need about four more tows and decided that that was enough and that my chances of become a full club member were looking shaky!

We left the trip and the other wagons continued up Odlins Road and down another side track doing a bit of track trimming and maintenance. We cruised back to Upper Hutt after, apart from the Landy giving me some grief, what was an awesome trip. Heaps of mud and fun, some extractions using snatches and winches and after meeting some pretty good blokes. I see another Odlins Sidetracks trip in the diary and am looking forward to the Landy's revenge!

Craig Cottrill

A guy is reading his paper when his wife walks up behind him and smacks! Him on the back of the head with a frying pan. He says, "What was that for?" She says, "I found a piece of paper in your pocket with 'Betty Sue' written on it." He says, "Honey ...remember last week when I went to the track? 'Betty Sue' was the name of the horse I went there to bet on."

She shrugs and walks away. Three days later he's reading his paper when she walks up behind him and smacks! him on the back of the head with the frying pan again. He says, "What was that for?"

She says, "Your horse called."

ONE BORING AFTERNOON, Saddam Hussein was sitting in his office wondering who to invade when his telephone rang. "Hello Mr Hussein," a heavily accented voice says " This is Paddy down in County Cavan, Ireland. I am ringing to inform you that I am officially declaring war on you!!"

"Well, Paddy," Saddam replies "This indeed is important news! Tell me, how big is your army?" "At this moment in time," says Paddy after a moments calculation "there is myself, my cousin Sean, my next door neighbour Gerry and the entire dominoes team from the pub - That makes 8!"

Saddam sighs and says "I must tell you Paddy that I have 1 million men in my army waiting to move on my word" "Oh shit" says Paddy "I'll have to ring you back!" Sure enough, the next day Paddy rings back. "Right Mr Hussein, the war is still on!

We have managed to acquire some equipment!" "What equipment would that be, Paddy?" Saddam asks. "Well, we have 2 combine harvesters, a bulldozer and Murphy's tractor from the farm"

Once more Saddam sighs and says "I must tell you Paddy that I have 16 thousand tanks, 2 thousand mine layers, 14 thousand armoured cars and my army has increased to 1 and a half million since we last spoke" "I'll be damned!" says Paddy "I'll have to ring you back!" Sure enough, Paddy rings again the next day. "Right Mr Hussein, the war is still on! We have managed to get ourselves airborne! We've fitted out old Ted's cropsrayer with a couple of rifles in the cockpit and the bridge team has joined us as well!"

Once more Saddam sighs and says "I must tell you Paddy that I have 10 thousand bombers and 20 thousand Mig 109 high maneuverability attack planes and my military complex is surrounded by laser Guided surface to air missile sites and since we last spoke, my army has increased to 2 million."

"Oh bollocks" says Paddy "I'll have to ring you back" Sure enough, Paddy calls again the next day. "Right Mr Hussein, I am sorry to tell you >that we have had to call off the war"

"I'm very sorry to hear that" says Saddam "Why the sudden change of heart?"

"Well," says Paddy "We've all had a chat and there's no way we can cope with 2 million prisoners.

Cross Country Chronicle

VEHICLE CLUB
Wellington (inc)

WELFARE

Our thoughts are with the Baylis Family on the recent death of Phil's father

and also our thoughts go out to Lou & Carl Furniss and family on the death of Carl's father.

FOR SALE

1994 Toyota Landcruiser VX Limited

4.5 24 Valve Petrol

2 NZ Owners, 111,000kms

New tyres, New discs & pads, Oil cooler, CD, Heated seats, Fridge, Cruise,

Heavy duty tow bar, Sun roof, Suede upholstery

$29,500 ono

Contact: Kerry Duncan 025 441-826

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet

VEHICLE CLUB Wellington (inc)

Trip Name: ***GENTLE ANNIE FAMILY TRIP***

Venue: **Ohinewairua Station, Taipahe** *Category:* Shiny 4x4

Trip Leader: *John Vruink* Phone: *04-567 1142* *025-439 981* Callsign: *K37*

Bookings Required: No ☐ Yes ☑ Book with Trip Leader before: *21 Feb 01*

Limited Numbers: No ☐ Yes ☑ 20

Trip Meeting Point *Ohinewairua Station, Taihape*

Meeting Time	Date:	*Sat 24 Feb 2001*	Time:	*08:30*
Drivers Briefing	Date:	*Sat 24 Feb 2001*	Time:	*08:45*
Trip Departure	Date:	*Sat 24 Feb 2001*	Time:	*09:00*

Alternative Meeting Point

Date: Time:

Expected Finishing Point *Ohinewairua Station, Taihape*

Date: *Sun 25 Feb 2001* Time: *15:00-16:00*

Fuel required for: *250/2* Kms / Days Fuel available at: *Taihape*

Food required for: *2* Days Food available at: *Taihape*

Drinks required for: *2* Days Drinks available at: *Taihape*

Land Access Fee: *$10.00* Per vehicle/day Camp Fee: *$5* Per person/night

Weather restrictions:

- ☐ Dry day only
- ☐ Light rain/wind ok
- ☑ Rain, hail or snow "We go"
- ☑ Subject to landowners discretion
- ☐ Listen to radio cancellation service

On Newstalk ZB 1035AM at _____

Possible vehicle damage expected on trip:

- ☑ No damage likely
- ☑ Some bush marks possible
- ☑ Some damage to sills & corners possible
- ☐ Heavy bush marks & scratches expected
- ☐ Body damage from rocky/dirt banks expected

Trip suitable for:

Dry	Wet	
☐	☐	Novice drivers
☑	☑	Average drivers
☐	☐	Experienced drivers

Pets:

- ☑ No
- ☐ Yes
- ☐ Only if kept in vehicle

Vehicle type:

- ☑ Any vehicle
- ☐ SWB only

Vehicle requirements:

- ☑ Tow hooks, front & rear
- ☑ Recovery strop, Shovel
- ☑ First aid kit, Fire extinguisher
- ☑ Roll bar / cage for soft/open tops
- ☐ Roll bar / cage for all vehicles
- ☐ Any tyres suitable
- ☑ Mud tyres preferable
- ☐ Good mud tyres essential
- ☐ Winch required
- ☑ Extra recovery gear an advantage

Track type:

Mostly	Some	Optional	
☐	☑	☐	Gravel
☐	☐	☐	Beach or sand
☐	☑	☐	Clay or mud
☐	☑	☐	Rocky or river boulders
☐	☑	☐	Creeks, small rivers
☐	☐	☑	Deep rivers, water holes
☐	☐	☑	Deep mud holes
☐	☑	☐	Average ascents/descents
☐	☑	☐	Steep ascents/descents

Notes: *Limited accommodation (35 beds), first booked gets the beds. Plenty of space for tents. Map of location available Club Night or phone Trip Leader.*

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet

VEHICLE CLUB
Wellington (inc)

Trip Name: ***Plunket Fundraiser***

Venue: **Akatarawa Forest** *Category:* Family Shiny

Trip Leader: *Marcus Steeneken* Phone: *04 5697432* Callsign: *K33*

Bookings Required: No ☐ Yes ☑ ☐ Book with Trip Leader before: *23/02/2001*

Limited Numbers: No ☑ Yes ☐

Trip Meeting Point *Totara Park Bridge*

Meeting Time	Date:	*Sat 24/02/2001*	Time:	*08:00*
Drivers Briefing	Date:	*Sat 24/02/2001*	Time:	*08:45*
Trip Departure	Date:	*Sat 24/02/2001*	Time:	*09:00*

Alternative Meeting Point

Date: Time:

Expected Finishing Point *Bulls Run Raod*

Date: *Sat 24/02/2001* Time: *16:30*

Fuel required for: *70* Kms / Days Fuel available at:

Food required for: *1* Days Food available at:

Drinks required for: *1* Days Drinks available at:

Land Access Fee: Per vehicle/day Camp Fee: *Nil* Per person/tent/night

Weather restrictions:

- ☐ Dry day only
- ☐ Light rain/wind ok
- ☑ Rain, hail or snow "We go"
- ☐ Subject to landowners discretion
- ☐ Listen to radio cancellation service

On 1035AM at

Possible vehicle damage expected on trip:

- ☑ No damage likely
- ☐ Some bush marks possible
- ☐ Some damage to sills & corners possible
- ☐ Heavy bush marks & scratches expected
- ☐ Body damage from rocky/dirt banks expected

Trip suitable for:

Dry	Wet	
☑	☑	Novice drivers
☐	☐	Average drivers
☐	☐	Experienced drivers

Pets:

- ☑ No
- ☐ Yes
- ☐ Only if kept in vehicle

Vehicle type:

- ☑ Any vehicle
- ☐ SWB only

Vehicle requirements:

- ☑ Tow hooks, front & rear
- ☑ Recovery strop, Shovel
- ☑ First aid kit, Fire extinguisher
- ☑ Roll bar / cage for soft/open tops
- ☑ Roll bar / cage for all vehicles
- ☑ Any tyres suitable
- ☐ Mud tyres preferable
- ☐ Good mud tyres essential
- ☐ Winch required
- ☐ Extra recovery gear an advantage

Track type:

Mostly	Some	Optional	
☑	☐	☐	Gravel
☐	☐	☐	Beach or sand
☐	☑	☐	Clay or mud
☐	☑	☐	Rocky or river boulders
☐	☑	☐	Creeks, small rivers
☐	☐	☐	Deep rivers, water holes
☐	☐	☐	Deep mud holes
☑	☐	☐	Average ascents/descents
☐	☐	☐	Steep ascents/descents

Notes: *Volunteers Required! Please call Marcus Steeneken if you can **HELP***

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet

VEHICLE CLUB Wellington (inc)

Trip Name: Club Champs Round 3

Venue: Whitemans Valley Category: Club Champs

Trip Leader: Ian Hendra Phone: 04 934-5195 Callsign: K

Limited Numbers: No [√] Yes [ ] - _____ Book with leader before: _____

Trip Meeting Point Cnr Russells Rd & Whitemans Valley Rd

Meeting Time Date: Saturday 24 Feb 2001 Time: 0900

Drivers Briefing Date: _____ Time: _____

Trip Departure Date: _____ Time: _____

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Date: _____ Time: _____

Fuel required for: 50 Kms / Days Fuel available at: _____

Food required for: 1 Days Food available at: _____

Drinks required for: 1 Days Drinks available at: _____

Land Access Fee: $10.0 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

- [ ] Dry day only
- [ ] Light rain/wind ok
- [ ] Rain, hail or snow "We go"
- [√] Subject to landowners discretion
- [√] Listen to radio cancellation service

On 1035AM at 7:30am onwards

Possible vehicle damage expected on trip:

- [√] No damage likely
- [ ] Some bush marks possible
- [√] Some damage to sills & corners possible
- [ ] Heavy bush marks & scratches expected
- [ ] Body damage from rocky/dirt banks expected

Trip suitable for:

Dry	Wet	
[√]	[√]	Novice drivers
[√]	[√]	Average drivers
[√]	[√]	Experienced drivers

Pets:

- [√] No
- [ ] Yes
- [ ] Only if kept in vehicle

Vehicle type:

- [√] Any vehicle
- [ ] SWB only

Vehicle requirements:

- [√] Tow hooks, front & rear
- [√] Recovery strop, Shovel
- [√] First aid kit, Fire extinguisher
- [√] Roll bar / cage for soft/open tops
- [ ] Roll bar / cage for all vehicles
- [ ] Any tyres suitable
- [√] Mud tyres preferable
- [ ] Good mud tyres essential
- [ ] Winch required
- [√] Extra recovery gear an advantage

Track type:

Mostly	Some	Optional	
[ ]	[√]	[√]	Gravel
[ ]	[ ]	[ ]	Beach or sand
[ ]	[√]	[ ]	Clay or mud
[ ]	[√]	[ ]	Rocky or river boulders
[ ]	[√]	[ ]	Creeks, small rivers
[ ]	[ ]	[ ]	Deep rivers, water holes
[ ]	[ ]	[√]	Deep mud holes
[ ]	[√]	[ ]	Average ascents/descents
[ ]	[ ]	[√]	Steep ascents/descents

Notes: This time, let's "mix the marques"! How about 'Cruisers & Suzukis & "others" in the same teams?

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet

VEHICLE CLUB Wellington (inc)

Trip Name: ***DEERSTALKERS FUNDRAISER***

Venue: **Akatarawa Forest** *Category:* Special

Trip Leader: *Lynn Philip* Phone: *04-567 1960* Callsign: *K5*

Bookings Required: No ☐ Yes ☑ Book with Trip Leader before: ***ASAP***

Limited Numbers: No ☑ Yes ☐

Trip Meeting Point *Maungakotukutuku Gate*

Meeting Time	Date:	*Sat 10 March 2001*	Time:	*09:00*
Drivers Briefing	Date:	*Sat 10 March 2001*	Time:	*09:15*
Trip Departure	Date:	*Sat 10 March 2001*	Time:	*09:30*

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point *Maungakotukutuku Gate*

Date: *Sat 10 March 2001* Time: *16:30-17:00*

Fuel required for: *100/1* Kms / Days Fuel available at: *Paraparaumu*

Food required for: *1* Days Food available at: *Paraparaumu*

Drinks required for: *1* Days Drinks available at: *Paraparaumu*

Land Access Fee: *Nil* Per vehicle/day Camp Fee: *Nil* Per person/tent/night

Weather restrictions:

- ☐ Dry day only
- ☐ Light rain/wind ok
- ☑ Rain, hail or snow "We go"
- ☑ Subject to landowners discretion
- ☑ Listen to radio cancellation service

On Newstalk ZB 1035AM at: 07:30 onwards

Possible vehicle damage expected on trip:

- ☑ No damage likely
- ☑ Some bush marks possible
- ☐ Some damage to sills & corners possible
- ☐ Heavy bush marks & scratches expected
- ☐ Body damage from rocky/dirt banks expected

Trip suitable for:

Dry	Wet	
☐	☐	Novice drivers
☑	☑	Average drivers
☐	☐	Experienced drivers

Pets:

- ☑ No
- ☐ Yes
- ☐ Only if kept in vehicle

Vehicle type:

- ☑ Any vehicle
- ☐ SWB only

Vehicle requirements:

- ☑ Tow hooks, front & rear
- ☑ Recovery strop, Shovel
- ☑ First aid kit, Fire extinguisher
- ☑ Roll bar / cage for soft/open tops
- ☐ Roll bar / cage for all vehicles
- ☑ Any tyres suitable
- ☑ Mud tyres preferable
- ☐ Good mud tyres essential
- ☐ Winch required
- ☐ Extra recovery gear an advantage

Track type:

Mostly	Some	Optional	
☐	☑	☐	Gravel
☐	☐	☐	Beach or sand
☑	☐	☐	Clay tracks
☐	☑	☐	Rocky or river boulders
☐	☑	☐	Creeks, small rivers
☐	☐	☐	Deep rivers, water holes
☐	☐	☐	Deep mud holes
☑	☐	☐	Average ascents/descents
☐	☐	☐	Steep ascents/descents

Notes: _____

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet

CROSS COUNTRY VEHICLE CLUB Wellington (inc)

Trip Name: *Training Module #3 plus Trip*

Venue: **Akatarawa Forest** Category: *Training*

Trip Leader: *Andy Cockroft* Phone: *04-528 0119* Callsign: *K26*

Bookings Required: No [✓] Yes [ ] Book with Trip Leader before: _____

Limited Numbers: No [✓] Yes [ ]

Trip Meeting Point *Totara Park Bridge*

Meeting Time	Date:	*Sun 11 Mar 2001*	Time:	*9:30 am*
Drivers Briefing	Date:	*Sun 11 Mar 2001*	Time:	*9:45 am*
Trip Departure	Date:	*Sun 11 Mar 2001*	Time:	*10:00am*

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point *Totara Park Bridge*

Date: *Sun 11 Mar 2001* Time: *4:00 pm*

Fuel required for: *1* / Days Fuel available at: *Upper Hutt*

Food required for: *1* Days Food available at: *Upper Hutt*

Drinks required for: *1* Days Drinks available at: *Upper Hutt*

Land Access Fee: *$5.00* Per vehicle/day Camp Fee: *Nil* Per person/tent/night

Weather restrictions:

- [ ] Dry day only
- [ ] Light rain/wind ok
- [✓] Rain, hail or snow "We go"
- [✓] Subject to landowners discretion
- [ ] Listen to radio cancellation service

On 1035AM at _____

Possible vehicle damage expected on trip:

- [✓] No damage likely
- [ ] Some bush marks possible
- [ ] Some damage to sills & corners possible
- [ ] Heavy bush marks & scratches expected
- [ ] Body damage from rocky/dirt banks expected

Trip suitable for:

Dry	Wet	
[✓]	[✓]	Novice drivers
[ ]	[ ]	Average drivers
[ ]	[ ]	Experienced drivers

Pets:

- [✓] No
- [ ] Yes
- [ ] Only if kept in vehicle

Vehicle type:

- [✓] Any vehicle
- [ ] SWB only

Vehicle requirements:

- [ ] Tow hooks, front & rear
- [✓] Recovery strop, Shovel
- [✓] First aid kit, Fire extinguisher
- [ ] Roll bar / cage for soft/open tops
- [ ] Roll bar / cage for all vehicles
- [✓] Any tyres suitable
- [ ] Mud tyres preferable
- [ ] Good mud tyres essential
- [ ] Winch required
- [✓] Extra recovery gear an advantage

Track type:

Mostly	Some	Optional	
[ ]	[✓]	[ ]	Gravel
[ ]	[ ]	[ ]	Beach or sand
[ ]	[✓]	[ ]	Clay or mud
[ ]	[✓]	[ ]	Rocky or river boulders
[ ]	[✓]	[ ]	Creeks, small rivers
[ ]	[ ]	[ ]	Deep rivers, water holes
[ ]	[ ]	[ ]	Deep mud holes
[ ]	[✓]	[ ]	Average ascents/descents
[ ]	[ ]	[ ]	Steep ascents/descents

Notes: *If the day goes as planned, the focus will be on:*
recovery training - strops, high-lift jacks, winches, turfors

Trip Database

From: 10/2/2001 To: 30/6/2001

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sun 11/02/01	1	Training Module 2 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	H		426
Wed 14/02/01	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		314
Sun 18/02/01	1	Scratchy Farm Trip for Shiny-ish Trucks	Shiny 4X4	Wairarapa Farm near Castlepoint	Eric Dodds	A	CANCELLED	385
Sun 18/02/01	1	Scratchy Farm Trip	Club 4X4	Wairarapa Farm	Eric Dodds	A	CANCELLED	386
Fri 23/02/01	3	Gentle Annie Family Trip	Shiny 4X4	Taihape	John Vruink	C	Bookings required. Max 20 vehicles. Accommodation - first in first served.	387
Sat 24/02/01	1	Plunket Fundraiser	Special	Akatarawa Forest	Marcus Steeneken	C		334
Sat 24/02/01	1	Club Champs Round 3	Club Champs	Whiteman's Valley	Ian Hendra	C		435
Tue 27/02/01	1	Committee Meeting	Meetings	Steeneken Residence	Andy Cockroft	C		388
Thu 01/03/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C	Note different day to normal.	398
Mon 05/03/01	1	ARAC	Meetings			P	Date may be changed.	342
Mon 05/03/01	6	South Island Coast to Coast	Not CCVC			C		383
Tue 06/03/01	1	ARAC/WRC	Meetings			P	Date may be changed.	423
Sat 10/03/01	1	Deer Stalkers Fundraiser	Special	Akatarawa Forest	Lynn Philip	C	Volunteers please contact Lynn.	353
Sun 11/03/01	1	Training Module 3 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	C		427
Wed 14/03/01	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		393
Sun 18/03/01	1	Manawatu Family Trip 1	Family Shiny	Manawatu Tracks & Mangahau Dams	-tba-	P		436
Sun 18/03/01	1	Manawatu Family Trip 2	Shiny 4X4	Manawatu Tracks & North Range Rd	-tba-	P		437

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Fri 23/03/01	3	Akitio Family Camp	Shiny 4X4	East Coast	Jim Johnson	P	Jim to confirm date.	432
Sun 25/03/01	1	The Down and Up Trip	Club 4X4	Akatarawa Forest	-tba-	P		438
Sun 25/03/01	1	The Steep Ascent	Hard Yakka	Akatarawa Forest	-tba-	P		439
Tue 27/03/01	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		389
Sun 01/04/01	1	Rotary Fundraiser	Special	Akatarawa Forest	Lynn Philip	P		441
Tue 03/04/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C		399
Wed 11/04/01	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		394
Fri 13/04/01	4	Easter at Foxton Beach	All	Foxton Beach	N/A	C	Drive the sand dunes. Camp at Foxton Beach Motor Camp or come for a day.	430
Tue 24/04/01	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		390
Fri 27/04/01	3	Remote Recce	Hard Yakka	Thompson's Track, Bay of Plenty	Andy Cockroft	P		440
Tue 01/05/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C		400
Wed 09/05/01	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		395
Tue 29/05/01	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		391
Fri 01/06/01	4	Queen's Birthday Away Trip	All	Pureora Forest	John Vruink	C		431
Mon 04/06/01	1	ARAC	Meetings			P	Date to be changed - Queen's Birthday!	343
Tue 05/06/01	1	Land Access Committee	Meetings	Purdie Residence	Grant Purdie	C		401
Wed 13/06/01	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		396
Tue 26/06/01	1	Committee Meeting	Meetings	-tba-	Andy Cockroft	P		392

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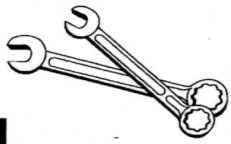

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CROSS COUNTRY

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